Washington State
Freight Corridor Classification Criteria and Freight Data Framework Proposal

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Why Does Washington State Need a Strategic Plan For Freight Systems?

- There are investment constraints:
  - political
  - financial
  - economic

- Washington State's freight systems strategic plan must:
  - Balance the cost of investments with resulting economic output.
  - Direct limited resources to their most productive use.
  - Set clear priorities linked to the growth of jobs and the state's economy.

What Is The Purpose of The Proposed Freight Corridor Classification Criteria?

When fully implemented, the Freight Corridor Classification Criteria and Freight Data program would:

- Identify the state's most important freight corridors and performance problems.
- Prioritize freight corridors by their ability to support state and regional economies.
- Give local, regional and state transportation agencies useful information about all of the state's freight corridors.
- Produce weighted 'Freight Value' factors that transportation project managers, engineers and planners may use within their existing evaluation process or as a stand-alone when considering improvements to transportation facilities.

The Freight Corridor Criteria and Data Program is planned as a 10-year phased program. Each component will provide stand-alone value to decision makers and transportation professionals.

How Are The Freight Corridor Classification Criteria Being Developed?

The Freight Corridor Classification Criteria and Freight Data Program proposal has been developed in consultation and partnership with many freight stakeholders, including representatives from:

- Economic Development Councils
- Local governments
- Freight Mobility Strategic Investment Board
- Inland Pacific Hub Transportation Board
- Ports of Pasco, Seattle, Tacoma and Vancouver, WA
- University of Washington TransNow Center
- Washington State County Road Administration Board
- Washington State Dept. of Community, Trade and Economic Development
- Washington State Dept. of Transportation regions and divisions
- Washington State MPOs and RTPOs
- Washington State Potato Commission
- Washington State Transportation Improvement Board
- Washington State University School of Economic Sciences
- Washington Trucking Associations

Proposed Freight Corridor Classification Criteria and Screening Process Steps

1. Determine and agree upon important freight-dependent industry sectors. Washington Transportation Plan categorized freight users in three groups:

    - Global Gateways
    - Made in Washington
    - Delivering Goods to You

2. Set weighted values for freight-dependent industry sectors in our regional economies. Weighted values will be based on:

    - Industry sectors' output
    - Geographic distribution
    - Predicted growth

Proposed Freight Corridor Classification Criteria and Screening Process Steps

3. Develop a comprehensive Washington State freight data program that provides high quality, standardized freight data on an ongoing basis.

    - Data is necessary to implement the freight classification criteria and evaluation process, will be of value to all regions of the state, and will result in improved decision making.

4. Locate statewide production centers and freight hubs.

Proposed Freight Corridor Classification Criteria and Screening Process Steps

5. Prioritize the state's existing and planned freight corridors.
   - To be measured by current freight volume, forecasted freight volume, and the economic output associated with the corridors as determined in step #2, in descending order as follows:
     a) Primary statewide shipping routes.
     b) Connectors between primary routes and freight trip production centers/hubs or secondary routes.
     c) Secondary routes between production centers and connector or primary route.

Proposed Freight Corridor Classification Criteria and Screening Process Steps

6. Conduct gap analysis for the three types of freight corridors.
   - Measure current performance against customers' desired performance and assign weighted factors.
   - This step will also provide metrics to measure the success of the freight investment.

7. Analyze probability of future performance gaps based on growth factors.

If the analysis finds no current or anticipated performance gaps, steps #6 and #7 produce a zero value that is used as a multiplier, therefore producing a total rating of zero.

Proposed Freight Corridor Classification Criteria and Screening Process Steps

8. Develop wide range of solutions to address important performance gaps.

9. Rank all solutions based on their ability to fix the problem versus the cost to implement.

10. Decision makers consider the prioritized freight system proposals and determine allocation of public resources.

Questions?

What are we missing?
What is most useful for you in this approach?
What obstacles exist to implementation?
How can we overcome them?

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